

On the Road

ON THE RELIEF ROUTE-S.R.1

Route 7 to U.S. Route 113

Issue 12

Winter 1993

SR 1 CORRIDOR PRESERVATION PLAN

Learning from the Relief Route

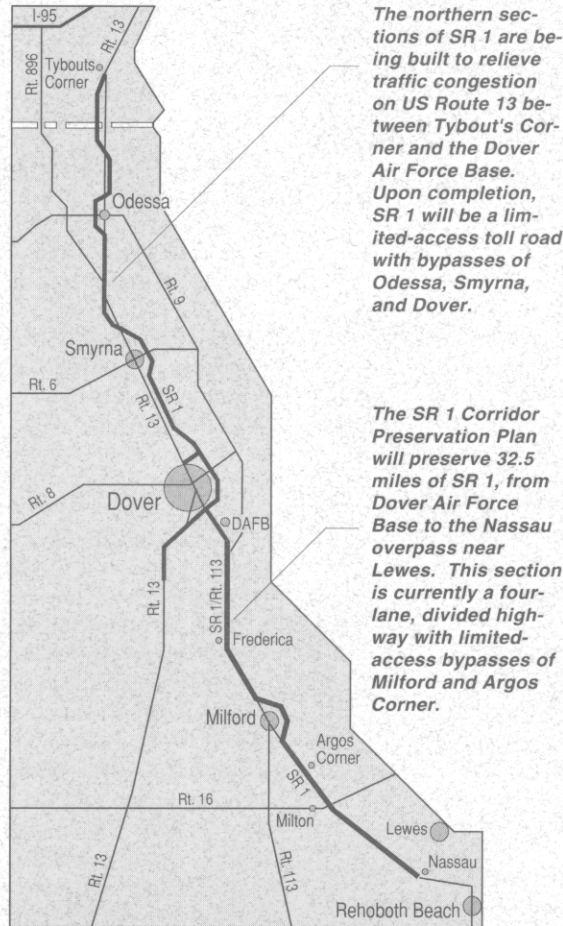
Wouldn't it be great if the Delaware Department of Transportation (DelDOT) could accommodate increasing traffic where needed without much of the disruption to people, businesses and the environment associated with the construction of new roads? That is the aim of DelDOT's innovative SR 1 Corridor Preservation Plan (SR 1 Plan). When SR 1 is complete, traffic and development pressures will increase between Dover Air Force Base and the Nassau overpass due to improved access. While DelDOT normally forecasts improvements over a 20-year period, this plan is addressing needs which will most likely occur beyond the 20 years. This is to ensure that at least the majority of the road can stay in its present location.

When carried out, the SR 1 Plan will result in a pattern of development able to accommodate future transportation needs. Then, when the time comes for improvements, less disruption to existing businesses, homes, and the environment will occur, since the intent is to make roadway improvements on the existing road, rather than on a new alignment. Taxpayers will pay much less to *preserve* the corridor than to build a *new* highway in a different location.

DelDOT saw the need for this plan during the process of planning and constructing the sections of SR 1 north of the Dover Air Force Base. It was recognized that the southern section of SR 1 will eventually experience the same overcrowded conditions and development pressures. By identifying and preserving land needed for the improvements now, the need for bypasses in the future will be reduced.

Today, the road handles traffic well, despite many driveways and median crossovers. If unguided development were allowed, the number of traffic interruptions would grow. This would reduce the road's travel speed and the number of vehicles which can use it at any one time. DelDOT wants to be sure that as development takes place, adequate land is set aside for the future widening of SR 1 and for the construction of service roads if they become necessary.

To achieve this, the SR 1 Plan provides guidelines as to future right-of-way widths, service road locations and interchange locations. Property owners are encouraged to site buildings and other improvements



The SR 1 Corridor Preservation Plan project area extends south of DelDOT's Relief Route project.

away from SR 1 to allow for future improvements. In the short-term, land within the setbacks can be used for farming, landscaping and parking.

In the long-term—when future growth warrants it—the preserved section of SR 1 will become a limited-access roadway, similar to the Relief Route, with grade-separated interchanges at major intersections and overpasses where minor intersections now exist. By taking the steps described in the SR 1 Plan, DelDOT expects to avoid the significant costs which come with building bypasses and new roads. ■



Delaware Department of
Transportation

Anne P. Canby
Secretary

On the Road is published periodically by the Delaware Department of Transportation and is the official newsletter of SR 1, the US Route 13 Relief Route.

ATTENTION DOVER-AREA RESIDENTS AND BUSINESSES

Notices of the Design Public Hearing for the Puncheon Run segment will appear later this year in local newspapers and will be sent to people on the SR 1 mailing list. On the Road recipients are requested to submit names and addresses of friends and neighbors interested in joining the mailing list to:

On the Road
c/o KFS, Inc.
219 N. Broad Street
9th Floor
Phila., PA 19107

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Mile STONES



Tim O'Brien/DelDOT

The toll plaza located on the mainline near White Oak Road is under construction.



Tim O'Brien/DelDOT

Nearly all the box piers for the south end of the new C&D Canal bridge are complete. The Derrick crane is at the top of the photo along the canal.



Terry Fulmer/DelDOT

Borrow is loaded into the waiting dump trucks and carried to SR 1 construction sites. After the excavation is complete, wetlands will be created in the borrow sites.

• TOLL PLAZAS UNDERWAY: Facilities taking shape

Two toll plazas—a mainline plaza located near White Oak Road and a ramp toll plaza at the Denney's Road interchange—are well under construction by PKF-Mark III, Inc. After the sites were cleared and graded, construction of the base-mat and first-floor levels of the toll buildings began. Contractors poured the concrete floor slabs, constructed the concrete block walls, and installed the plumbing and electrical systems. Also, the structural steel for the toll sergeant-areas, where vehicles pass through to pay tolls, has been erected. The plazas are expected to be complete in coordination with the opening of the Dover Bypass section.

• C&D CANAL BRIDGE: Derrick crane erected

What might appear to be mini-skyscrapers popping up along the south side of the C&D Canal are actually completed box piers for the new bridge to carry SR 1 over the canal. After starter segments are installed and additional concrete is poured to stabilize the pier footing, each box pier can be completed in just one day.

Standing among these box piers is the Derrick Crane which was erected to off-load precast concrete segments used to construct the bridge. These segments, which are cast in Cape Charles, Virginia, travel along the East Coast by barge to arrive in the canal.

• WETLANDS CREATION: Unique technique

Planting plans developed by DelDOT have been approved at three first-phase wetlands mitigation sites near Dover. The sites, which were low-lying farms, each include areas of undisturbed forested lowlands. Actual planting will take place on the former crop fields which have been excavated to provide fill for the construction of SR 1. When excavation is complete and the land regraded, several different wetland habitats will be created, each with its own mixture of trees.

Although the tree species selected are found naturally in wet areas, none of them actually grows under water, so a special planting technique will be used. A plow-like machine called a harrow will be used to create low mounds throughout the site. Tree saplings will then be planted on the mounds so that their stems can stay dry. The harrow operator will crisscross the sites at random in order to mimic the natural spacing of trees in a forest.

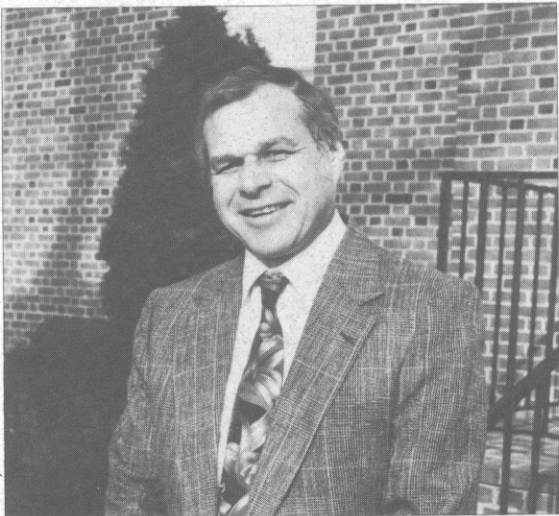
About 275,000 trees—oaks, maples, cypress, ash, and white cedars—will be planted on the sites, most at a density of 1,000 per acre. Seeds and cuttings used to grow the saplings will be obtained from the Delmarva peninsula when possible so that the plants will be accustomed to growing in this climate. The sites will be monitored for 20 years to ensure an appropriate survival rate.

• C&D CANAL BRIDGE APPROACHES: Conrail bridge on track

Work on the recently awarded section—SR 1/US Route 13 interchange at Tybout's Corner to US Route 13 south of the C&D Canal Bridge—has begun. Activities include the clearing of trees and brush and the installation of erosion-control devices. One of the most visible construction activities, however, is the erection of a bridge to carry SR 1 over a Conrail rail line and US Route 13. Piles have been driven for the structure and deck work will soon begin. Travellers on US Route 13 can see this work just south of the road's intersection with Route 7. ■

1ne PERSPECTIVE

Nancy O'Donnell/KFS



"One Perspective" is a regular feature of On the Road. The interviews presented here provide readers with a personal, behind-the-scenes view of the planning, design and construction activities associated with SR 1, the US Route 13 Relief Route.

For this Winter 1993 issue, "One Perspective" focuses on the SR 1 Corridor Preservation Plan (SR 1 Plan) and the Federal Highway Administration's (FHWA) role in promoting this type of project both in Delaware and across the United States. Robert Kleinburd, FHWA field operations engineer, has been working with DelDOT in both the development and administration of the SR 1 Plan, including the use of federal funds for the project.

OTR. Why is FHWA interested in corridor preservation?

RK. FHWA is concerned that property development activity may limit options to provide transportation corridors in the future. It will be much less expensive for everyone if we can identify potential future corridors and manage development now, rather than have to purchase property and relocate businesses and people in the future.

OTR. The SR 1 Plan is part of a larger FHWA demonstration program. Can you tell us more about this program?

RK. FHWA uses demonstration programs to test the usefulness of federally funding certain types of projects. Normally these projects are not authorized to receive such funds but if the test is successful, legislation may be passed to allow such funding in the future. The program here in Delaware is one of five used to demonstrate the effectiveness of FHWA becoming involved in the concept of corridor preservation. In fact, this program has been found to be successful and FHWA is now involved in corridor preservation in nearly all 50 states.

OTR. How is the SR 1 Plan different from other corridor preservation projects across the country?

RK. What really makes this project unique is that we are trying to limit direct access to an existing highway, SR 1. This, in turn, will enable us to maintain existing roadway capacity. Most other projects are attempting to preserve the capacity of new highways which were built to relieve traffic congestion on heavily developed existing roadways. On SR 1 south of Dover, we still have the opportunity to pro-

tect the existing roadway because development is relatively light.

OTR. Besides FHWA and DelDOT, what other agencies are involved in the project?

RK. From the beginning, this project has been coordinated with, and assisted by, a variety of other agencies. In particular, officials from both Kent and Sussex Counties have been involved. We also have had extensive coordination with the Delaware Department of Agriculture and the Delaware Department of Natural Resources and Environmental Control. We certainly could not have come as far as we have in preserving the existing roadway without the assistance of these agencies.

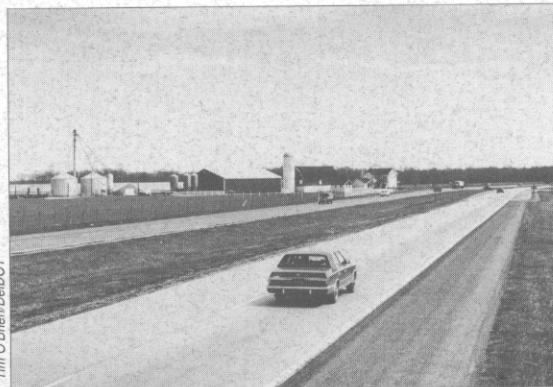
OTR. How does the SR 1 Plan preserve the existing roadway?

RK. Basically, the goal of the plan is to limit access directly onto SR 1. We are not necessarily interested ("One Perspective" continues on page 4)

DID YOU KNOW?

- The Delaware Department of Agriculture has a new program to preserve farmlands which is similar to the SR 1 Plan. DelDOT hopes that the two programs combined can work to preserve farmlands located within the corridor.

- DelDOT has a brochure which outlines the SR 1 Corridor Preservation Plan including its purpose and approval process. It is available by contacting Joel Leidy, DelDOT's project manager at 302-739-4643.



Tim O'Brien/DelDOT

Agriculture is a major land use along the highway. One benefit of the SR 1 Plan can be the preservation of farmlands.

("One Perspective" continued from page 3)

in buying property outright but instead are interested in purchasing access rights or even development rights. By purchasing access rights, we can limit the total number of points along the highway where vehicles can enter and exit. By purchasing development rights, we can encourage a type of use on the property which will not generate significant new traffic directly onto the highway.

OTR. *How can property owners become involved in the SR 1 Plan?*

RK. At this point participation in the project by the property owner is voluntary. We usually become aware of properties when the owner applies for an access permit onto SR 1, requests a re-zoning, or submits a subdivision plan for county approval. I participate in a committee consisting of DelDOT representatives and their con-

sultants to review the applications and provide comments. Often times members of the committee work with the property owner to achieve a design that meets both the goals of the owner and the SR 1 Plan. The solution may be as simple as moving access from SR 1 to a side road or as complex as purchasing frontage land to allow for the future construction of a service road.

OTR. *As the SR 1 Corridor Preservation Plan continues, what results do you expect?*

RK. We hope to develop a strong cooperative arrangement with the counties and property owners along SR 1, whereby DelDOT has the opportunity to take action to manage roadway capacity. It will be a benefit to everyone if we can act now to limit congestion along SR 1 in the future. ■

TO OUR READERS:

The State of Delaware and the consultant team are committed to continuing the citizen-input process during the design and construction phases of the project. We invite you to write us with questions or comments regarding *On the Road* or to arrange for a presentation to bring your group up to date on the Relief Route. To receive your free copy of *On the Road* as well as other mailings related to the project, please write or call us with your request.

For More INFORMATION

CONTACT DelDOT

Delaware Department of Transportation
PO Box 778
Dover, DE 19903

- Public Information: contact Michele Ackles, Manager of Public Relations, at 302-739-4313
- Design Issues: contact David DuPlessis, Project Manager, at 302-739-3834
- Environmental Issues: contact Joe Wutka, Location Studies Engineer, at 302-739-4642
- Right-of-Way Acquisition and Relocation: contact Ira White, Project Acquisitions Manager, at 302-739-2776

Or CONTACT THE CONSULTANT TEAM

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219 North Broad Street, 9th Floor
Philadelphia, PA 19107
Toll-Free: 800-343-3084

- Project Manager: Susan F. Gibbons
- Newsletter: Sheri Sanzone, Editor, and Nancy O'Donnell, Project Planner

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